

FIRE IN HOLLYWOOD ROAD.

After allowing the Colony an immunity of over half a year from any more serious blazes than the feeble embryos in the discovery of which the staff of the *China Mail* distinguish themselves so highly, though the "finds" are not of the smallest moment to any one outside the precincts of that dull shop, the fire-god started on another of his destructive raids yesterday, when he descended in vindictive fury on sundry streets situated at the foot of Hollywood Road, which, effecting a junction with Gap Street near the Chinese Recreation Ground, strikes off to the right, terminating at the spot where Queen's Road Central and West meet, that is to say, at the old British Hotel, familiarly known in days of yore as "Johnny McNulty's," and now occupied by the Man On Insurance Company. Near this classic spot the fire-god arrayed his forces for a hand to hand struggle with the Government and Volunteer Fire Brigades, by whom, as usual, the vindictive one was worsted. Had he started on the war path upon any other day than Sunday, for which his godship seems to have a singular predilection, we could cordially forgive him for his work of destruction yesterday, as we think a large number of the dens of infamy which he so vigorously attacked could well be spared in the Colony, but the subject is an unsavoury one, and we shall not pursue it further. While enjoying our Sabbath rest from the arduous labours of the past week, we were startled from a reverie at about 12.20 p.m. by the ding-dong of the only two familiar fire bells, and hastily pulling ourselves together and gathering round the street, we started for the scene, meeting on our way large numbers of Celestials making tracks as fast as they could in the opposite direction, with their household and other gear on their shoulders. A very few minutes brought us to the spot, where the first thing that caught our eyes was the broiled No. 208, which was blazing fiercely from top to bottom, the heat it gave forth being so intense that we were fain to shift our pivot from the commanding position we at first took up. Opposite this stevedore, the energetic Inspector Whitehead, stripped to his shirt, and in his own "loggy," not having taken time to don his Fire Brigade uniform in his anxiety to save the lives and property of the dear creatures whom he is paid for specially looking after, was working with a will, directing the only hose we could see in operation at the time, on the burning building. We could only wonder how Whitehead could stand the fierce heat which emanated from the blazing house, as although we had taken up a position much more remote from the place, we were obliged, as we have already stated, to move further back; but then our epidermis is of a peculiarly delicate and sensitive kind, which may perhaps account for it. Indeed, we have often wished that we belonged to the class known as the pachydermata, as a thin fire skin is a very inconvincible in making one's way through this rough, thick-skinned world. A truce to moralizing, however, business being the object, with which we sat down to pen these lines. From No. 208, his fire godship was not long in extending his field of operations, houses Nos. 210 and 212, in the Queen's Road direction, quickly catching, and No. 206 on the side towards the hill was in considerable danger for a time, a portion of the eave of the roof being ablaze, but a vigorous stream of water directed upon it soon put things to rights there. At additional boxes came into play, a perceptible impression began to be made upon the burning houses, and the flames in No. 208, where the fire originated, seemed at one time to be subdued, as we could only see dense volumes of smoke issuing from the building, but they presently burst out again with increased fury, the final result being that both Nos. 208 and 210 were completely gutted from top to bottom and from front to back, No. 212 nearly so, and three houses at the rear of Nos. 214, 216 and 218, looking down on to the Chinese Recreation Ground, were partly gutted and much damaged. The fire was well in hand soon after one o'clock, and may be said to have been completely under by 2 p.m. The various Government and Volunteer fire engines arrived on the scene in quick time, Nos. 2 and 4 Government steamers and the Hongkong Fire Insurance Company's being stationed on the Praya, and No. 3 Government steamer, No. 6 manual, and the manual of the Nam Pak Hong being in position at the corner, close to the fire, while the manual belonging to the Silk and Piece Goods Hong, with its picturesquely dressed firemen, operated from Hollywood Road above. The engine of the Nam Pak Hong was, we believe, the first to arrive at the scene of the fire, though No. 3 Government steamer, under the charge of the energetic Sergeant Campbell, had the honor of being the first engine whose hose was brought to bear on the blaze. In point of time, we believe Government steamer No. 4, under the command of Captain Wassenius, was the first of the steamers to put in an appearance. The Government Fire Brigade Superintendent, Mr. C. V. Creagh, was present directing operations, the Assistant Superintendent, Mr. G. Carvalho, being also on the ground, and we are bound to say that both the Government and Volunteer Fire Brigades worked splendidly, everything being done well and without any confusion or flurry, which speaks very favorably for the efficiency of the Brigades. Inspector Orley made himself quite ubiquitous, being here, there and everywhere, his rather circular head-piece being shoved into every hole and corner where the fire-god might possibly be maturing another fresh start on his war-path. An abundant supply of the liquid element was forthcoming, both from the hydrants and the harbour, and the "water-devil," as the Chinese call him, flying around from place to place, a look of great importance being visible on his weather-beaten phizog. The police arrangements for the preservation of order were admirably carried out under the direction of Chief Inspector Horspool, immense masses of Celestials being collected in the vicinity, who needed considerable restraining. Colonel Hobson of the Buffs kindly made an offer of the assistance of his men to Mr. Horspool, who declined it with thanks, his own men being quite sufficient for all purposes. Various causes have been assigned for the origin of the fire, one report being that the master of the No. 1 fire engine was holding high festival in the house, yesterday being the anniversary of the day upon which he was ushered into the world to take up the highly honorable calling of stew-master, and that while "chin chinning" the gods for raising him to so exalted a position, he, in the exuberance of his gratitude, stimulated by samshu, ran his head-piece against a lamp, upsetting it and creating a blaze, which, probably, he was too "tight" to extinguish. Another rumor says that a newly married couple who occupied one of the flats, while deeply engaged in the honeymoon pastime of what's known as "stobbering," knocked over a lamp, but were so wrapped up in each other that they were unconscious of anything being amiss until they found that the room was pretty well all ablaze, necessitating their making a speedy exit through a back window, thereby cruelly interrupting their matrimonial bliss. The houses burnt were four-storied ones, built of brick. We are happy to record that the conflagration was unattended by any accident either to life or limb, which is in itself a consolation.

LOSS OF THE "PALADIN."

We have received private information from Haiphong announcing the total loss of the steamship *Paladin* on the Paracels on the morning of Monday, October 23rd. Our informant, who arrived in Macao yesterday by the steamship *Activo*, states that whilst the *Activo* was lying in Haiphong the chief officer of the *Paladin* came on board and stated that his vessel was lost on the Paracels on the date mentioned above. After the steamer struck the crew and the passengers took to the boats, and after some difficulties succeeded in reaching the southern coast of Hainan. After travelling along the coast for about 60 miles, they were taken off by a Chinese gunboat, and landed safely in Haiphong. Our information is to the effect that the whole of the crew and passengers have been saved, and that they intend coming on to Hongkong from Haiphong by the first available steamer. The *Paladin* is now several weeks overdue from Saigon, and had been generally given up as lost with all hands.

NEWS BY THE FRENCH MAIL.

We take the following items of general news from the *London and China Express* of September 29th:—

The Russian corvette *Strelka*, Captain Delivron, from the China Station, last from Cadix, put on Plymouth 24th instant en route for Cronstadt.

The *Mosquito*, homeward bound, from the China Station, which has been detained in the Suez Canal during the campaign in Egypt, has arrived at Malta, en route to Portsmouth.

The lion-tamer at Sanger's Circus has been torn to pieces at Orange, in the Caucasus, while giving a representation. A terrible panic ensued, and several spectators were injured in the crush.

Official returns show that the exact force at Sir Garnet Wolseley's disposal at Tel-el-Kebir was 12,277 infantry, 2,785 cavalry, 60 guns, and 214 men of the Naval Brigade, with six Gatlings.

A few days since a rumour was set afloat to the effect that the troop and storeship *Tyrie*, 3,560 tons, which left Chatham a short time since, had foundered with all hands. Subsequent inquiry, however, proved that the report was a fabrication.

The London Missionary Society has held a valdettier service at the Welsh-house Chapel, Fife's street, hill, to bid farewell to the following Mr. Oarney, going out to China—Rev. Dr. Sadler, Rev. J. Stonehouse, Rev. A. Horner, Dr. Palmer, Dr. Gillson, Miss Rowe, Miss Hope, and Miss Horder.

A rather serious military riot has occurred at Chatham, arising out of a canteen quarrel. At one time it assumed formidable proportions, and ominous signs of insubordination were visible, but ultimately order was restored. Fourteen arrests were made, and the prisoners will be tried by special court-martial.

At an extraordinary general meeting of the Chartered Bank of India, Australia, and China on the 18th prox, the directors will recommend an interim dividend for the half year ended 30th June last at the rate of 7 per cent. per annum, free of income-tax. A dividend to the same amount was declared for the corresponding period last year.

Mr. H. M. Stanley unexpectedly arrived at Lisbon from London on the 20th inst., by the Portuguese steamer *China*. Mr. Stanley gives an excellent account of the progress of civilisation in the region of the Zaire. He has penetrated three hundred miles beyond Vivi, and established fifteen trading stations between Vivi and Roki. He encountered hostilities between Vivi and Roki. After a time the natives became friendly, so that now his men along the distance of three hundred miles already mentioned require no other arms than walking-sticks.

A remarkable example of scientific gunnery is mentioned in Admiral Hoskins's despatch, published by the Admiralty. A very effective fire was maintained by the *Orion* and *Carysfort* on a position which could only be seen from the masthead of the latter ship at a distance of some 4,200 yards. Lieut. Royle, at the masthead of the *Carysfort*, directed the fire, the gunners training their guns entirely by his calculations. The result was that, much to the astonishment of the enemy, a train from which the ships were entirely hidden was struck and overturned.

The announcement of the extension of Sir John Pope Hennessy's leave has been kept a secret at home. He has been given six months' extension of leave by the Colonial Office authorities, and as on the expiration of that time there will only remain one month more of his term of service, it may be positively asserted that his Excellency will not again return to Hongkong as Governor. We have no doubt that should Sir John wish to spend his last month there that the Colonial Office authorities would again gratuitously extend his leave to cover that period.

The crew of the *Audacious*, ironclad, Captain C. St. John, the new flagship which has been commissioned for the China Station, have joined their ship in Koyahm Basin. The *Audacious* will leave for her destination immediately that the dockyard authorities state she is ready, which may possibly be this day. It has been decided that Captain St. John will take the vessel as far as Hongkong, and we understand that it has not yet been decided whether Captain Tracey, now commanding the *Iron Duke*, the present flagship of Vice-Admiral Willoughby, C.B., will remain on the station or return to England.

Commander Robert Hugh Archer, R.N., who has obtained his advancement in the annual promotions from the Royal yacht, served with Captain Stephenson in the last Arctic expedition, for which he has the medal. Since his return from the Polar Seas he has served in the *Instantant*, the *Triad*, and in the Royal yacht *Victoria and Albert*. The Royal yacht promotions have also included Sub-Lieutenants Arthur E. Harford, Reginald G. O. Tupper, and William Warrington Hewitt, the last-named being son of the present commander of the East India Station. Lieutenant Harford served as sub-lieutenant in the *Abdross*, Commander Errington, on the China Station. Lieutenant Hewitt, as midshipman on the *Doddie*, under Commodore Richards, on the Cape Station, landed with the Naval Brigade during the Zulu war, accompanied the Ekwere-levi column, and was present at the battle of Ginghuluvo.

FATAL BOILER EXPLOSION IN THE HARBOUR.

Shortly before ten o'clock this morning a boiler explosion occurred in the harbour resulting in the death of several persons. The tug *Faithful*, owned by Chinese, was steaming along to the Eastward, and had got as far as the Harbour Master's office, when the boiler exploded, blowing the after portion of the launch into fragments, many of which were thrown to a very considerable distance from the scene of the accident. The hull of the launch sank and a small portion of her is now visible above water. Three dead bodies were recovered, and two other men were picked off the wreck by Mr. J. S. Brewer, who happened to be passing near by in his launch at the time of the explosion. Three or four others are supposed to have been killed by the explosion; but their bodies had not been recovered when our report left. The men who were picked off the wreck alive, appeared to be but slightly hurt, and were at once sent to the Government Civil Hospital. The dead bodies recovered have also been sent to the Hospital and a Coroner's Inquest was held on them this afternoon. It is impossible at present to state for certain what was the real cause of the explosion, although it is surmised that there was an insufficiency of water in the boiler.

The *Faithful* was not a passenger craft and therefore, had never been inspected by the Government Marine Surveyor. We have repeatedly written in these columns respecting the disasters likely to result from the carelessness of the natives in charge of the numerous launches which run our harbour, and have at times suggested methods by which the dangers might be reduced to a minimum. Now that a serious accident has actually taken place; doubtless through sheer carelessness in some way or other, a little fuss may be made in official quarters and the matter will probably be allowed to quietly slide until we have another similar burst up. The present case calls for a most searching investigation and the public should see that such is accorded it. We await the result of the inquest and may have something more to say on this serious affair in our next issue.

TRIAL TRIP OF THE "AUDACIOUS."

The final trial trip of the *Audacious*, prior to the vessel proceeding to relieve the *Iron Duke* as flag-ship on the China station, took place on the 28th inst. The vessel was in charge of Capt. St. John, while the navigation duties devolved on Staff-Com. Neville. Full speed was attained at eight o'clock precisely, and Staff-Com. Neville shaped a course which took the vessel down Channel abreast of Falmouth, returning towards the Eddystone and Prawle Point. At starting the ship did not do so well as on her former trials.

Two reasons are assigned for this. On one of the two previous occasions she has been out Nixen's hand-picked navigation coal has been used, and very experienced stokers from the Steam Reserve have been in the stokehole. On this occasion the ordinary coals from the ship's bunker, consisting of one-third north country and two-thirds Welsh coal, was the only fuel consumed, while the stokers were all new to the ship. The result of the trial, therefore, as officially sent to the Admiralty is deemed satisfactory. The revolutions were 71 per minute, and the total indicated horse power obtained was 3,051, producing a speed of 11.7 knots per hour. The consumption of coal to produce this speed was 37lb. per indicated horse, developed. Experiments were made as to time occupied in stopping the engines when at full speed ahead, and both engines were stopped and started full speed astern in eight seconds. They were again reversed from full speed ahead in five seconds. One of the numerous scientific inventions with which the ship is fitted, and which on this occasion was very closely watched, was Tower's patent speed and revolution indicator. This instrument is worked by compressed air by means of a small machine fitted in the shaft alley. This generates the pressure of air, the extent of which of course depends on the speed at which the main engines are going. This pressure of air is communicated to the indicators by means of small pipes, and the hands at once disclose whether the orders for ahead or astern, together with the number of revolutions, had been obeyed. The *Audacious* has these indicators on the bridge, in the conning towers on the battery, and in the engine-room.

Within the past fortnight two very important alterations have been made in the ship. In addition to the conning towers on the battery, from which the guns would be directed in time of action, conning hoods have been placed above them, from which the torpedo officer would work the Whitehead torpedo director, and thus secure a greater accuracy before directing the discharge of one of these submarine weapons. The difficulty of changing steam steering for hand steering, or *vice versa*, by means of the old relieving tackle, has also been recognised, and the *Audacious* is fitted with a friction brake on the rudder. This brake can be worked by one man, the rudder would be at once gripped, and the desired change effected without the slightest danger.—*L. & C. Express.*

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. and O. steamer *Neliga*, with the next American mail, left Yokohama on the 3rd instant, and is due here about the 9th.

The P. & O. steamer *City of Peking*, with the succeeding American mail, left San Francisco on the 21st ultimo, and may be expected here on or about the 19th instant.

THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Brindisi*, with the incoming English mail, left Singapore for this port on the 5th instant at 8 a.m., and may be expected to arrive here on or about the 10th.

The P. & O. Co.'s steamer *Khiva*, from Bombay, left Singapore for this port on the 5th instant, at 5 p.m., and may be expected here on or about the 11th.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Nestor*, from Liverpool, left Singapore on the 30th ultimo, and may be expected here on or about the 6th instant.

The steamer *Breconshire* left Singapore on the 31st ultimo, and is due here on or about the 6th instant.

The steamer *Gordon Castle* left Singapore on the 31st ultimo, and is due here on or about the 7th instant.

The N. I. S. N. Co.'s steamer *Atfeh* left Batavia on the 2nd instant, and may be expected here on or about the 16th.

SHANGHAI RACES.

THIRD DAY—SATURDAY, NOVEMBER 4TH. THE GRAND STAND STAKES, a Sweepstakes of Tls. 5 each, with Tls. 100 added; for China Ponies that have never been raced previous to the 1st January, 1882; weight for inches as per scale; winners of a Race of One Mile and a Half or over, 7lbs. extra; two or more such Races, 12lbs. extra. One Mile and a Half.

Mr. Bill's Pesticato 1
The FLYAWAY PLATE, value, Tls. 150; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

Mr. Paul's Sunlight 1
The COSMOPOLITAN CUP, value, Tls. 200; for China Ponies; weight for inches as per scale; winners at this Meeting of one Race, 7lbs. extra; two Races, 12lbs. extra; three or more Races, 15lbs. extra; entrance, Tls. 10. One Mile and three Quarters.

Mr. Paul's Shamrock 1
THE MANCHU STAKES, a Sweepstakes of Tls. 5 each, with Tls. 100 added; for China Ponies that have never won a Race; First Pony receive 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One Mile and a Quarter.

Mr. St. Andrew's Bandsman 1
The CHIAU-SHANG-KUO CUP, value, Tls. 500; presented by the Employees of the C.M.S.N. Co., of Shanghai; for China Ponies that have never run at any Meeting in China or Hongkong previous to date of entry at each Meeting. To be won at two consecutive Meetings by Ponies the band file property of the same owner or owners; weight for inches as per scale; entrance, Tls. 10; to be paid to the Winner until the Cup is finally won, when the Second Pony will receive the entrance fees. One Mile.

Mr. Bill's Presto 1
THE CONSOLATION CUP, value, Tls. 100; for Ponies that have run at this Meeting and not won a Race; weight for inches as per scale; entrance, Tls. 5. Once Round.

Mr. St. Andrew's Jolly Friar 1
Mr. Ten Broeck's Wild Fang 2
THE CHAMPION SWEEPSTAKES, a forced entry for Winners; optional for the Winner of the Hack Stakes, or the Consolation Cup, and all other Ponies that have run at this Meeting, not exceeding 14 hands in height; weight for inches as per scale; entrance, Tls. 10; winners of two Races, Tls. 15 extra; of more than two Races, Tls. 40 extra. One Mile and a Quarter.

Mr. Kerfoot's First Comet 1
To-day's Advertisements.

To-day's Advertisements.

THEATRE ROYAL.

BY KIND PERMISSION

OF

LIEUTENANT-COLONEL HOIBSON,

THE AMATEUR DRAMATIC CORPS

OF

"THE BUFFS,"

WILL GIVE

TWO PERFORMANCES.

THIS EVENINGS.

AND

TO-MORROW (TUESDAY),

THE 6TH AND 7TH NOVEMBER,

FOR THE BENEFIT OF

THE WIDOW AND CHILDREN

of the late Mr. Boyd, Head Commissariat Clerk.

The Performance on TUESDAY, the 7th Nov.,

will be under the Patronage of

THEIR EXCELLENCIES THE ADMINISTRATOR

AND

GENERAL SARGENT, C.B.

The Performance will commence with

TOM TAYLOR'S CELEBRATED FARCE

"A BLIGHTED BEING,"

AND

CONCLUDE WITH H. J. BYRON'S WELL

KNOWN BURLESQUE.

"THE LADY OF LYONS."

The Music for the Burlesque has been arranged

by Mr. H. QUINN, Bandmaster of

"THE BUFFS," introducing all

the popular airs of the day.

The Band of "THE BUFFS" will play between

the Pieces.

Doors open at 8.30. To commence at NINE

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The Play may be seen and Seats secured at

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Hongkong, 26th October, 1882. [714]

CITY HALL HONGKONG.

NOTICE.

THE ANNUAL GENERAL MEETING OF SHAREHOLDERS in and Subscribers to the above Institution will be held in the LIBRARY at FOUR P.M., on FRIDAY NEXT, the 10th instant.

W. H. R. MOSSOP,
Acting Secretary.

Hongkong, 6th November, 1882. [733]

HONGKONG, CANTON, AND MACAO

STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE "KIUKIANG" will run on the HONGKONG-MACAO LINE instead of the "WHITE CLOUD" on and after MONDAY, the 6th instant, and the Hour of Departure from Macao will be EIGHT A.M.

By Order,
P. A. DA COSTA,
Secretary.

Hongkong, 6th November, 1882. [734]

WANTED TO RENT.

FROM THE MIDDLE OF DECEMBER UNTIL MARCH.

A FURNISHED FAMILY

RESIDENCE.

IN A HEALTHY SITUATION,

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GARDEN, STABLE, AND COACH HOUSE.

Full Particulars to be sent to

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Art

